The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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Baldwin's 5000th Locomotive

Although George Westinghouse perfected his pressurized air brake system in 1872, there were numerous supporters of the vacuum brake design for decades afterwards.

Indeed, many English railroads were still using this system into the 1960s. Chief among the U. S. manufacturers was the Eames Vacuum Brake Co. of Watertown, New York, which purchased this 4-2-2 Bicycle type in 1881 from Baldwin.

It had been delivered in May 1880 to the Philadelphia & Reading, but the builder repossessed it due to non-payment, and resold it to Frederick Eames, who had perfected a vacuum brake system and founded his company with financial support from his father Lovett Eames, whose portrait and name are displayed below the cab window.

While on the P&R this tiny engine had shown itself to be a speedster, pulling a four-car train (84 tons) at 55 mph with bursts up to 80 mph. It also featured a special lift mechanism for the trailing wheels (shown in photo). This shifted more weight to the drivers and thus increased drawbar pull. Alas the tiny locomotive had a short career. It was shipped to England in 1883 and scrapped a year later. (Data from Steamdome)

In this issue: Society Finances • Archives Update • Saving Collections
2010 Annual Meeting • Steamdome Files • Chapter Activities

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Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve and disseminate information relating to railroad history. The Society's mission will be achieved by:

1. Publishing Railroad History and maintaining its status as the premier publication in the field.
2. Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.
3. Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.
4. Maintaining communication among members of the Society through printed and/or electronic means.
5. Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting
6. Furthering knowledge of railroad history by publication of signifficant historical studies and reference works.
7. Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.
8. Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.
9. Promoting the signifficance of railroad history in schools and related organizations such as historical societies.

The Quarterly Newsletter of the The Railway and Locomotive Historical Society

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Society Operations ~ Financial Matters

Robert Holzweiss - Executive Vice-President

As most readers know, both 2007 and 2008 have been financially challenging for the R&LHS. Increasing costs combined with decreasing membership led the board of directors to conduct a sweeping review of expenses. Fortunately, there has been substantial progress on reducing costs. The following paragraphs summarize this process to date. I also want to reiterate the board's commitment to provide society members with high quality, timely publications throughout the year.

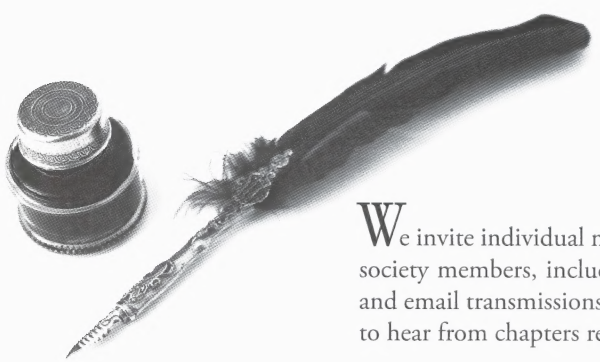
With the cooperation of the Railroad History editorial team, the society circulated a request for proposal (RFP) to cover printing and mailing of our journal. Although our current printer will continue, their new bid reduced our expenses by approximately 20%. The editorial team also reduced their total expenses and agreed to a maximum permissible cost overrun (with advance approval). The board temporarily reduced Railroad History to 112 pages and also decreased the print run for each issue. None of these changes were related to the quality or timeliness of Railroad History. Thanks to the work of the editorial team, RRH remains the leading journal in the field.

In the past, the U. S. Postal Service returned a substantial number of copies due to bad or incomplete addresses. The cost of this service was borne by the society. To reduce this expense, Membership Secretary Sigi Walker and Treasurer Mike Walker, along with several other board members, carefully reviewed the accuracy of our membership rolls. Consequently, for the most recent issue of the Quarterly Newsletter, the USPS returned only two of more than 1,700 copies mailed. Further reductions in Quarterly production costs were achieved through a reduced length and a new vendor for printing and mailing.

As reported elsewhere, the board abolished the archivist position and entered into a long-term archives management agreement with the California State Railroad Museum. After concluding the agreement, members of the society's archives committee worked with Jacki Pryor to vacate three of four large storage units holding the society's archival materials and supplies. This work saved the society approximately $5,500 per year in rental fees. The collections committee anticipates closing the final storage unit during the latter half of 2010.

Currently, the Board's finance committee is preparing the 2010 budget. Although membership is down, the foregoing reductions in expenses should produce a balanced budget without a dues increase or the need to tap the reserve accounts. While these accounts are recovering with the market, they, like almost all investment portfolios, suffered substantial decreases in value during the past few years.

On the income side of the ledger, the society is beginning its 2010 membership campaign. Thus your renewal form was enclosed with RRH #201 (plus another copy with this issue). Members not renewing by January 2010 will receive a reminder in the mail. Although membership has declined from its historic high, the board remains optimistic that we can add new members by advertising in railroad history publications and through on-line solicitations and in-person invitations at train shows. If you know someone who may be interested in the R&LHS, please direct them to http://rlhs.org or have them contact Sigi Walker to arrange for a membership.



Contributions Invited

We invite individual members to contribute short research articles as well as information of interest to society members, including new railway preservation programs. You can even send local news articles and email transmissions. Our desire is to include items from throughout the nation. We especially want to hear from chapters regarding their plans and activities. jplamb@mail.utexas.edu

After Collecting, Then What?

A society member from New Jersey, himself a longtime published photographer, contacted the society recently about donating his photo collection to R&LHS via a bequest in his will. In subsequent correspondence, he expressed strong interest in this subject and offered the following editorial on the need for swift action.

"The written history of the world is strongly support by contemporaneous images. Prior to photography, these included such icons as statues, paintings, cave art, and tapestries. In ancient times, most images were of royalty, military heroes, and other powerful figures. During the early years of photographic images, there was still an emphasis on documenting the rich, powerful and popular, but there also emerged a new type of pictorial history that included the everyday events of contemporary civilization."

"In America, this included documentation of everyday life in major cities and remote villages, along with epic disasters such as the great Depression, the Galveston Hurricane (filmed by Edison's new motion picture cameras), and erection of significant public works such as the Golden Gate Bridge or Hoover Dam. Moreover, the emergence of newspaper photos, books and motion pictures provided everyday access to a wide range activities, from local to global in scope. But the greater influence of contemporaneous imagery was its ability to amplify history and thus give present and future generations a deeper understanding of the evolutionary influences on their achievements and failures."

"An additional aspect of contemporaneous imagery was the work of amateurs, who documented specialized areas (such as railroad equipment and operations) that were generally under-recognized by the popular publishing markets. My conclusion is that one need not have traveled the globe taking photos or amassed a collection of 450,000 images to have material considered worthy of saving for the benefit of future generations. Even ten excellent images of family events, or local railroading activities, can be of future value. "

"Within the railroad field, I believe we have already lost too many small and private collections due to inaction or poor estate planning. I think our immediate goal should be to raise awareness of an imminent risk of further loss of our railroad photographic heritage at both the local and national scales. For example, every chapter of a historical society should immediately develop a plan for contacting those who may have small collections, starting with their own members and eventually expanding into regional coverage. They should also provide assistance to such collectors in making proper preservation arrangements."

"There are many details and complications related to this process, such as proper storage, curation, and dissemination for educational purposes. Although these can follow in due course, the first imperative is to save material. We should all remember how much value there would be in stone tablets containing details of the Egyptian pyramids' construction."

I believe this a convincing argument for American collectors to take a more zealous attitude toward preservation, including a suggestion that historical societies begin to be more proactive in this arena. I hope each of our chapters will publicize this effort to their members and report on their progress. This is also a possible area for the Board to address in the near future.

For those who wish to contact the society regarding a possible donation of photos or valuable documents, it is recommended that inquiries be directed to the President or the Vice-President for Member Services. Each issue of Railroad History contains names and addresses of these individuals.

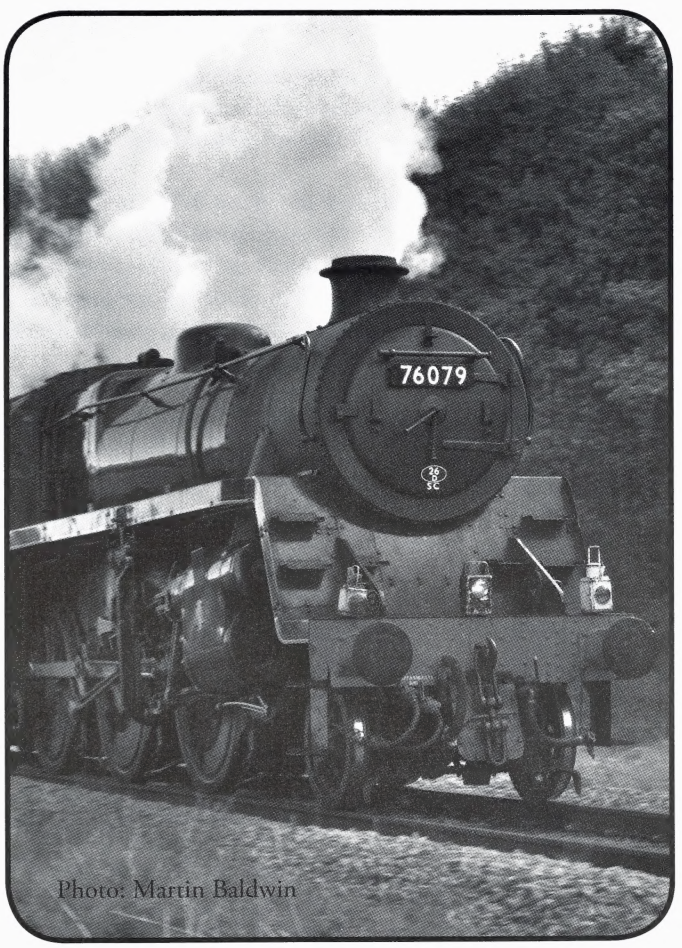
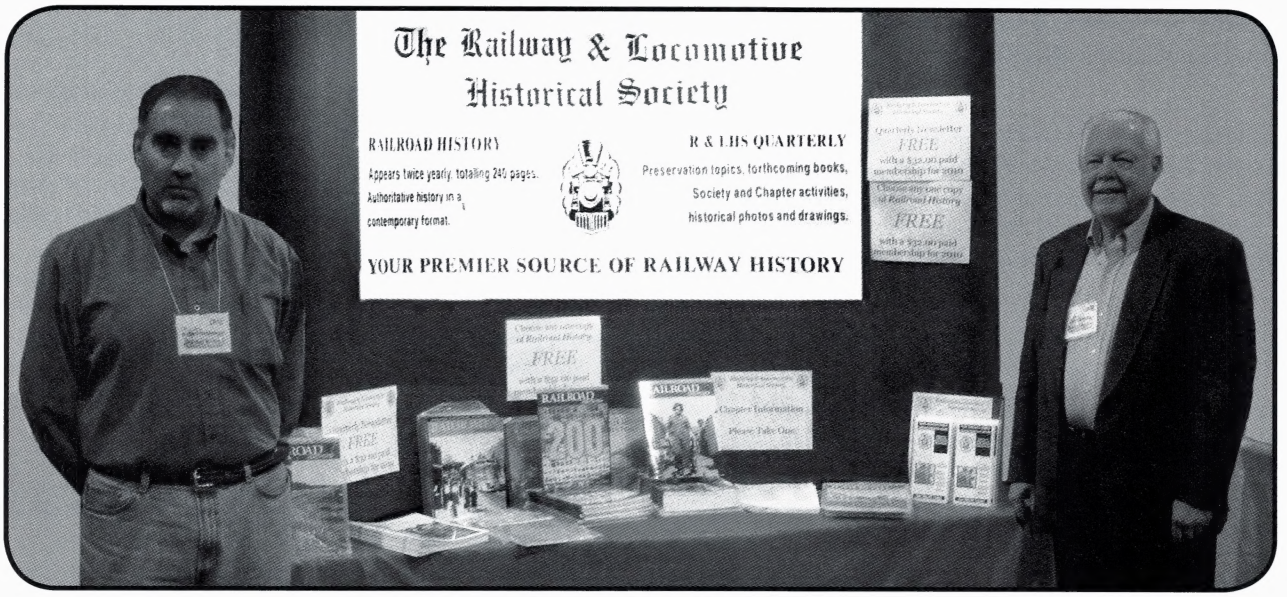


Photo: Martin Baldwin

Oklahoma City Train Show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Robert Holzweiss and Parker Lamb stand beside the R&LHS display at the two-day Oklahoma City Train Show in early December. The society banner was mounted on a dark blue background panel, and proved to be a successful attention getter, as over two-dozen people accepted membership brochures, and ten of them signed up for membership. A few others purchased recent copies of Railroad History.

Selling R&LHS at Train Shows

Our train show membership solicitation program, developed by Paul Gibson, has been, has been extremely successful over the past year, as it has given us access to many people who have never heard of R&LHS. If we are to expand this outreach effort, we need more volunteers this year. And I imagine there are some members who have hesitated to volunteer since they thought, "What will I say?"

If that is your case, we want to provide you with some suggestions on how to start and maintain a discussion with perfect strangers. Since the initial contact is important, my approach is to watch the eyes of a browser as they approach the table. If they pause and start reading the banner, I give them about 5 to 8 seconds and then ask, "Do you enjoy reading about the history of RR's on a long winter night (or in the shade beside the pool)?

If there is an indication of interest, I usually say, "R&LHS is a society whose primary mission is to provide information - very detailed information about the long and rich history of this type of transportation. Our coverage includes the entire world."

If I still have their interest, I pick up a copy of RRH and flip through, pointing out details, including fully research articles that cover operations and equipment as well as social and business history, historical photos, book reviews, and other key features. I then say, "As an R&LHS member, you will receive this document twice a year, a total of over 200 pages with far more serious content than virtually any other source."

I then pick up a copy of the Quarterly Newsletter, and flip through with the comment, "In addition you will receive four of these each year. It includes society news, a place to get old copies of RRH, a trading post section, and short historical notes."

My eventual summary goes like this. "For modest annual dues of $--, we provide you with six publications, plus our annual meeting, plus a source of research materials, plus a web site for online transactions and information. And we also have ten regional chapters spread across the nation. They are listed in each issue of RRH."

Of course, each person will need to adapt these comments to their personal tastes but, after interacting with a few people, you will soon have your own sales pitch "fine tuned."

So consider giving the society a few hours per year as train show rep, working alongside another member. And the enjoyment in assisting someone in finding a new interest, will give you a rewarding experience.

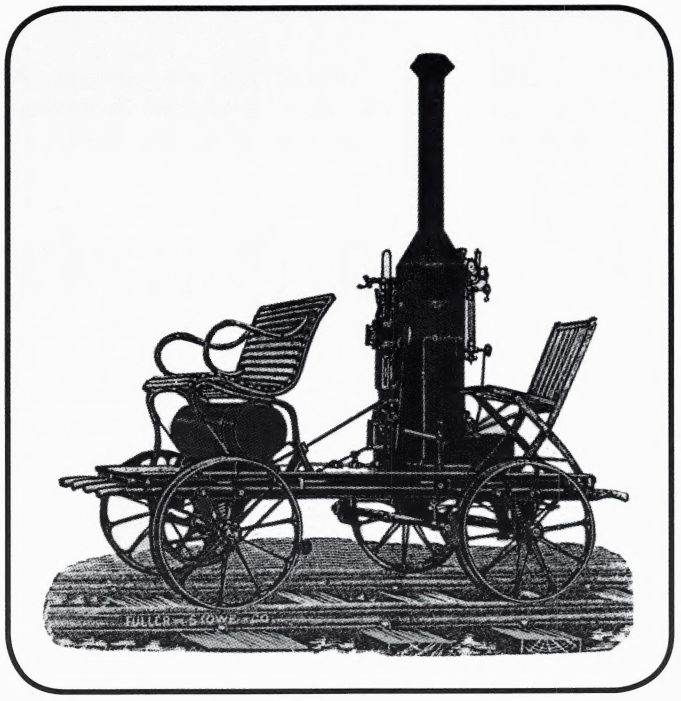
From the Files of Steamdome

Steam Powered Handcar

The Locomotive Engineer May 1889

Personal transportation for railway workers and inspectors during the 19th century was commonly provided by the "armstrong" handcar that utilized a two-person pumping arm. With the introduction of small gasoline engines still in the future, railway mechanics turned to the reliable steam engine. This short article describes one of the early designs.

We present an image of a small locomotive of standard gauge, intended for inspection and roadmaster's use. It is the invention of Mr. John Doyle, general superintendent of the Detroit, Lansing & Northern Railroad, and is being introduced by the Ionia Steam Hand Car Co. of Ionia, Mich.



As is seen, an upright engine drives the forward pair of wheels by means of a chain, or linked belt, and sprocket wheels. All parts are as light as possible, with the whole machine (ready for operation) weighing but 700 pounds. The car is built to carry four persons but can be rigged to carry more.

The water tank holds 16 gallons and the coal bunker can be filled with a couple of scuttles full. The boiler is quick-steaming, being ready for service in about 15 minutes. Average speed is 15 to 20 miles per hour on one gallon of water plus one to two pounds of coal. The car has been run as fast as 30 miles per hour. It is also light enough for one man to remove it from the track at crossings, while two men can move it around.

Something of this kind is needed now-a-days to enable track, bridge, fence, and telegraph men to go over the road at a good rate of speed, without the employment of a locomotive, train orders, or a crew. With this little locomotive, an inspector is his own boss, can stop where he pleases, as long as he pleases, and go when he pleases.

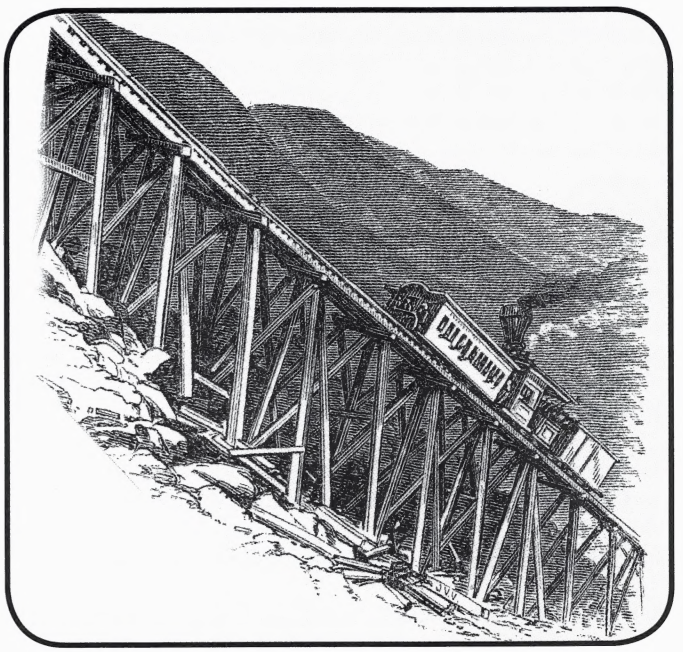
A few of these little fellows along a road would be a great help in case of accidents, to send out with physicians, take order or bring in crippled people. If one of them gets against a full-grown locomotive, the damage is slight in comparison with ordinary locomotives in collision.

Mount Washington Accident

A short joy ride becomes an ordeal

Boston Daily Advertiser, August 27, 1878

The daily newspaper, Among the Clouds, printed at the summit of Mount Washington during the summer season provides some additional particulars of the accident to one of the trains ascending the mountain on Thursday. Each train consists of an engine, one passenger car, having seats for 40 passengers, and a small baggage car. The engine is below the passenger car, pushing the latter up the incline, which in some places is one foot in three [33 percent grade]. About 200 passengers started for the summit on Thursday morning, four trains being used to convey them, all of course being unpleasantly crowded. Among the Clouds presents this story.



"The three forward trains arrived at the summit nearly on time, but the fourth and last was delayed by an accident to the engine *Cloud*, the rear driving cog-wheel breaking on the lower part of the Long Trestle. The steel wheel has nineteen cogs, seven of which gave way owing to a manufacturing defect. The crewmen were Henry Knapp, engineer, and John McCarthy, fireman.

"The break in the wheel was instantly discovered, and the ratchet-brake on the forward driving shaft of the engine applied, which stopped the train immediately. The engine, firmly secured by the brake, moved backward less than four inches. Only a few of the 70 passengers were even aware of the breakdown until the engine stopped. The accident happened about 12 o'clock, and the passengers, excepting a few who walked up the mountain, remained until another train descended from the summit to take them up.

"The old engine at the base (*George Stephenson*) was fired up to rescue the disabled engine. The rescue work was time consuming, so that it was 7 o'clock before the downward trip could began. Unfortunately, the *Stephenson* itself, failed about three quarters of a mile from the base, and it was necessary to suspend work until the next day. Passenger stranded at the summit were able to get overnight quarters at the Summit House."

This accident fully demonstrates that fact that the road is carefully managed, and not the slightest accident can occur without being detected at once and injury to passengers prevented. This is the eleventh season since the road began business, during which time it has carried 100,000 passengers, not one of whom as been injured.

The Atlantic Steam Shovel

American Engineer and Railroad Journal
September 1904

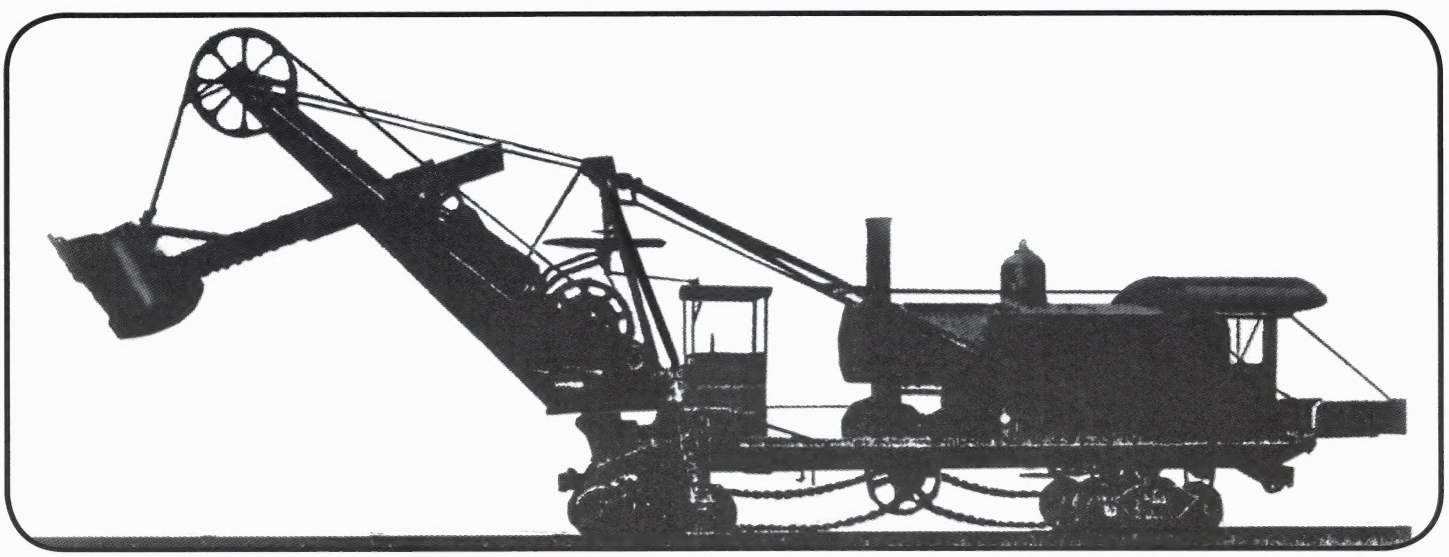
As the nation's most experienced industry in the heavy machinery sector, locomotive builders were leading producers of large earth-moving equipment during the early 20th century. Those readers familiar with large projects such as the Panama Canal will recognize this early type of self-propelled shovel.

An improved steam shovel (illustrated here) has been introduced by the Atlantic Equipment Co. of 25 Broad St., New York. It is built by the American Locomotive Company from the designs of A. W. Robinson (member of the American Society of Civil Engineers). This machine is the result of many years experience in design and operation of steam shovels and dredging machines, and includes all the desirable features considered best practices in shovel building.

The 2 ½ cubic yard dipper has a pulling force 19 tons and a lifting height of 16 feet. A pair of reversible, hoisting engines with wire rope drums are incorporated into the base of the boom, thereby providing simplicity and ease of control. The boom turntable allows all of the hoisting machinery to rotate 180 degrees, thus reaching either side of the trackage. Supporting the boom is an A-frame of a novel design, which is both sturdy and produces minimum bending stresses. It can be lowered, along with the boom, when the shovel is being transported.

The main thrusting engines are of locomotive type with outside cylinders, which operate at 140 psi. Boiler capacity is extra large for a shovel. All valve gear is sheltered by a sheet steel casing. Steam is carried by a pipe having a double, ball-and-socket joint on top center. The shovel is mounted on two all-steel arch bar trucks of diamond pattern, with the rear truck being fitted with hand brakes. A coal storage platform is mounted behind the locomotive cab.

The shovel illustrated here is working on the New York Central & Hudson River Railroad and frequently loads 10 cars (100 cubic yards) in eight minutes. Another is working at the site of the new terminal for the Pennsylvania Railroad in New York City. A third is exhibited by the American Locomotive Company in St. Louis.



Saving an ACL Pacific

A few months ago the Jacksonville Historical Preservation Commission heard from former R&LHS President and longtime leader of the Southeast Chapter, Bill Howes. He appeared with fellow CSX retiree George Bollinger, an officer in the local NRHS Chapter, to persuade commission members to approve historic landmark status for ACL 4-6-2 No. 1504, which has been on display in the parking area adjacent to the city's Prime Osborne Convention Center near downtown.

As part of the 1986 conversion of the former Jacksonville Union Terminal building into a civic center, CSX donated the retired steamer and moved it to the open display area. The ensuing years of weather-related deterioration have left the engine in dire need of long-term assistance, since no source of funding was ever developed to provide regular upkeep.

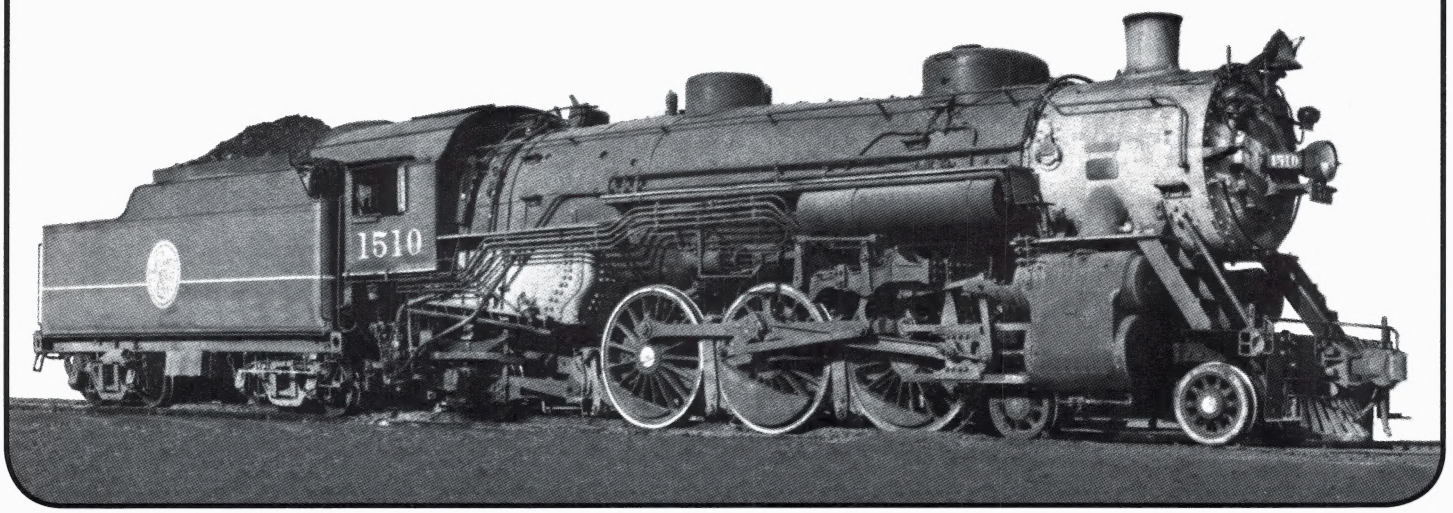
Followers of Coast Line history are familiar with the 4-6-2 as a mainstay of the road's motive power roster. ACL's double-track, low-grade line from Jacksonville to Richmond was tailor-made for the Pacific configuration. Its combination of power and speed was ideal for moving the continuous parade of passenger trains as well as reefer blocks from southeastern farms. And when heavier trains appeared, the road merely double-headed its 4-6-2's until freight diesels begin arriving after World War II.

ACL received it first Pacific's for passenger service in 1911-12 (27 engines), followed by 11 for freight service in 1913. While ten engines of the light USRA design of 1918 (1500-series) served adequately in both types of service, the line finally developed its own dual usage-Pacific in 1922, receiving 165 engines over four years. (Nos. 1600-1764)

Fortunately, Howes and Bollinger were successful in getting the Historical Commission to recommend unanimously this historic designation to the City Council, which formally adopted it a few weeks ago. One of the primary benefits of this action will be the periodic availability of city funds for continued maintenance of No. 1504. Incidentally, this is the first such designation for railroad equipment in Jacksonville, north Florida's major rail center.

The venerable steamer may also benefit from the current long term planning by the Jacksonville Transportation Authority to construct a new passenger terminal (Amtrak and commuter lines) near the Osborne Center. If this building can be made large enough, it could include an interior display for the engine, and thus greatly reduce future deterioration.

Photo: ACL



Announcing a Meeting Partnership

The R&LHS is pleased to partner with the Baltimore & Ohio Railroad Historical Society (B&ORRHS) and the Chessie System Historical Society (CSHS) to offer our members the opportunity to attend their joint annual convention in Baltimore from October 21–24, 2010. This meeting will not replace the annual R&LHS meeting scheduled for May 2010, but is intended as an added benefit to our members. The headquarters hotel will be the Holiday Inn at BWI Airport. Room rates will be $95 a night.

Although the program is still being developed, several speakers are already confirmed. Bob Cohen will discuss the Susquehanna River bridge collapse and John Teichmoeller will discuss B&O rail-marine operations in Baltimore. Also in the planning stage is a panel discussion by former B&O employees, a tour of former B&O facilities in the Baltimore area and a water taxi tour of Baltimore harbor.

Any R&LHS members wishing to speak about B&O or Chessie related subjects within the Baltimore to Wilmington geographic area, should contact convention organizer Nicholas Fry soon. Please note that compensation for presenters is available.

For additional information on presenting or to make your reservation, please contact Nicholas Fry at borhsarchives@gmail.com and mention that your are with the R&LHS. Up to date information on convention planning is located at:

http://borhs2010.blogspot.com

More information on the B&ORRHS and the CSHS can be found at:

http://www.borhs.org/ and http://www.trainweb.org/CSHS

Pueblo Parade - Society officers Mike and Sigi walker entered their ex-Canadian National speeder (enclosed motor car) in the Pueblo (Colo.) Parade of Lights Christmas parade, which was seen by nearly 100,000 spectators. With a theme of "Twenty Twinkling Years," Pueblo Railway Museum volunteers decorated the platform with twenty simulated candles. Mounted on a trailer and adorned in Santa Fe Warbonnet colors, the car and display won a Judges Choice Award. Our congratulations to the Walkers. Photo by Eric Veed, whose truck pulled the float.

2010 Annual Meeting

It is not too early for members to start planning for the R&LHS 2010 annual meeting in Ft. Worth, Texas from May 20–23, 2010. Here is some information to help you plan your trip.

Hotel: Sheraton Hotel & Spa Ft. Worth. The hotel overlooks the UP and BNSF main lines in the vicinity of Tower 55, the major rail junction in Ft. Worth. R&LHS rate is $129/night good for nights before and after the conference.

For reservations, call 1-800-325-3535 or visit their web site at:
http://www.starwoodhotels.com/sheraton/property/overview/index.html?propertyID=1784
All hotel reservations must be made by April 20, 2010 to guarantee the R&LHS conference rate. The hotel is currently accepting reservations.

Transportation: On Thursday the 20th, a hotel shuttle van will meet Amtrak's southbound Texas Eagle (Amtrak #21) at 1:25 p.m. and the northbound Texas Eagle (Amtrak #22) at 1:58 p.m. at the Ft. Worth Amtrak station. Conference attendees must call the hotel at 1-866-716-8134 to arrange for the shuttle when you arrive. The shuttle van will return Amtrak passengers to the station at 12:00 p.m. on Sunday the 23rd for the 2:10 (#21) and 2:20 (#22) departures. Air service is also available to DFW airport which is a major hub for American Airlines. Southwest Airlines flies to Dallas, Love Field. Frequent taxi and limo service will bring you to the hotel.

Registration Fee: $200.00 per person. Spouses program will require an extra fee of $50 per person.

Contact: Robert Holzweiss at 979-691-4074
or Robert.Holzweiss@gmail.com
for additional information

To Make your reservation, please send your registration fee of $200 per person to Robert Holzweiss, 4027 Austins Estates Dr., Bryan, Texas 77808-7301. Checks should be made payable to the Railway & Locomotive Historical Society.

Proposed Schedule of Events: Note: The final schedule of events/times will appear in the spring issue of the Quarterly Newsletter. The itinerary for the Friday spouses program and a suggested Saturday "on your own" spouses itinerary featuring the cultural and historic attraction of Ft. Worth will also be included.

Thursday 5/20

- Convention Registration at the Sheraton Hotel & Spa Ft. Worth.
- R&LHS board meeting (working dinner). Individual settlement.

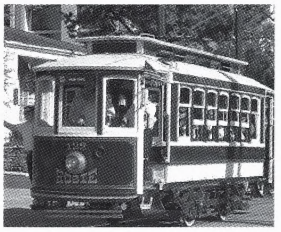
Friday 5/21

- Convention Registration.
- BNSF Network Operations Center (NOC).
- Fort Worth & Western (FWWR) Hodge Yard.
- Bus tour of Union Pacific facilities in Ft. Worth including
- Centennial (Davidson) Hump Yard, Centennial Diesel Shop and Tower 55.
- Presentation on the Ft. Worth Western Railway by Kenneth Fitzgerald, the official FWWR photographer and three time Trains Magazine photo contest winner.

Saturday 5/22

- Ride Trinity Rail Express for Dallas.
- Board bus for short trip to Museum of American Railroad (self-guided tour).

-- or --



- Transfer to Dallas Area Rapid Transit (DART) and ride McKinney Ave. Trolley.
- Ride Grapevine Vintage Railroad to Ft. Worth Stockyards.
- Social hour with cash bar followed by R&LHS banquet with speaker Mike Iden, Director General Mechanical (locomotives) for Union Pacific Railroad.

Sunday 5/23

Annual membership meeting with speaker Cary Poole, author of *CF7 Locomotives: From Cleburne to Everywhere; History of Railroading in Western North Carolina*; and *History of the Edwards Railway Motorcar Company*. Mr. Poole will speak on CF7 locomotives which were built in Cleburne, Texas.

If you like documentaries about famous American Passenger Trains, consider adding these PBS-style DVDs to your library.

Super Chief: Speed-Style-Service

America & the Passenger Train

Silver Thread Through the West:
The California Zephyr

Daylight:
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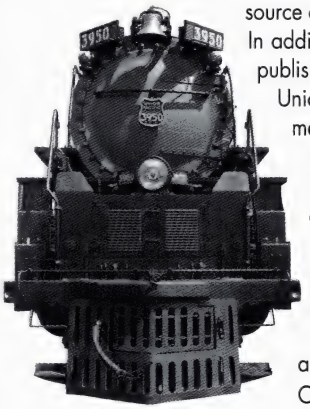
The Streamliner, and member's discounts on all of our books.

The **UPHS** is dedicated to preserving, studying and sharing information about all aspects of the Union Pacific Railroad from its beginnings in the 1860s to the present day. Students of history, model builders and casual observers have all found the **UPHS** to be a matchless source of material about the Union Pacific.



In addition to *The Streamliner*, the **UPHS** published books on all aspects of the Union Pacific. Each summer, **UPHS** members from all over the world meet in convention. Multi-media presentations on the UP, model contests, swap meets and tours to places of UP interest are all part of the program. Join the UNION PACIFIC HISTORICAL SOCIETY today by mail or on line. Regular annual membership of $35 US, $40 Canada, $55 International includes four copies of *The Streamliner.*

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R&LHS Back Issues Store

R&LHS Bulletin

As of December 21, 2009, the following editions of the *Bulletin* are **available** (R = reprint):

Bound volumes at $96 *each*. Issues 21–25; Issues 44–47; Issues 48–51; Issues 52–56; Issues 58–61A; Issues 62–66; Issues 68, 70–74

Numbers: 1R, 29, 46, 48, 50, 53, 57R, 58A, 58ARSC, 58ARHC, 65–82, 84–93, 95–126

All are out-of-print and individually priced for R&LHS members ranging from $12-$64 *each* based upon supply, demand and condition. An index of all issues together with a brief description of contents and prices for all out-of-print editions can be found at www.rlhs.org. R&LHS members receive a 20% discount from the out-of-print edition prices as shown on the web site.

Railroad History

All editions of *Railroad History* are available and divided into two classes. In-print are usually those remaining in storage from the day of printing unless purchased as part of collections. Out-of-print issues are those that have been purchased to maintain inventory. As of 11/20/09, the following editions are **out-of-print**:

Numbers: 127-138, 140, 143, 145-148, 150, 152, 153, 155, 156, 159, 162, 164, 174, 180

Each issue is individually member priced on the web site with prices ranging from $10 to **$32 each**.

All other issues of *Railroad History* (Numbers 139–200) are **in-print** and priced as follows for R&LHS members:

Order Size	Unit Cost
1–6	$7.50 ea.
7–12	$7.00 ea.
13–24	$6.50 ea.
25–48	$6.00 ea.
49–72	$5.50 ea.
73–99	$5.00 ea.

SHIPPING — Free USPS MEDIA MAIL within the USA. Others pay differential only. Depending on length, 3–7 issues can fit in a USPS priority mail flat rate envelope. Shipping is available to anywhere in the world that accepts priority mail for about $10.

PAYMENT — Check or money order payable to Alden Dreyer in U.S. currency at sender's risk or PayPal to email address below.

CONTACT — Email works best for placing an order. If using the postal service, please include a telephone number.

Alden Dreyer
91 Reynolds Road
Shelburne MA 01370-9715
(413) 625-6384
alden.javanet@rcn.com

Membership Development

Train Shows

The R&LHS had a successful first year of expanded recruiting at rail shows around the country, with more than 60 new members signed up at shows by early December.

We are continuing this effort in next year and plan to be at the following shows in early 2010.

Jan. 16 – Atlanta Model Train/Railroadiana Show
(North Atlanta Trade Center, Atlanta, Ga.)
Dick Hillman/Mid-South Chapter

Jan. 30-31 – Amherst Railway Society Annual Show
(West Springfield, Mass.)
Alden Dreyer

Feb. 20 – Prime Osborn Center (Jacksonville, Fla.)
Bill Howes/Southeast Chapter

Feb. 27 – Smoky City Rails (Birmingham, Ala,)
Marv Clemons/Mid-South Chapter

Apr. 3 – Florida Rail Fair (Volusia County Fairgrounds, Deland, Fla.)
Bill Howes/Southeast Chapter

Apr 10 – Coosa Valley Model Railroad/Train Show
(Gadsden, Ala.)
Marv Clemons/Mid-South Chapter

Apr. 17 – Buckeye Show (Ohio Expo Center, Columbus, Ohio)
Volunteers needed!

Apr. 22-24 – Southeast Railroads Conference
(Kennesaw, Ga.)
Marv Clemons/Dick Hillman

If you are attending any of these shows, please stop by the R&LHS tables and introduce your self to some of our fellow members and railroad history enthusiasts. Better yet, if you can contribute some time to help set-up or staff our table, please let our show coordinator, or myself know so that we can contact you:

Paul Gibson
R&LHS Membership Development
508-397-1828
paul@railpub.com

Trading Post

Book: *Classic Steam* is a large format, 224-page, hard-cover volume encompassing both color and monochromatic images. Prepared by longtime author and photographer John Gruber, it is released in conjunction with The Center for Railroad Photography and Art of Madison, Wis. Production of the book was underwritten by Barnes & Noble, the exclusive dealer, enabling the retail price to be an unusually low $20 (ISBN 1435114280).

The book features 300 contributions from over three-dozen photographers, including pioneers such as Lucius Beebe, Jack Delano, Richard Kindig, Philip Hastings, and Winston Link down through later contributors such as Steinheimer, Shaughnessy, Jensen and Plowden. Coverage also includes shortlines, narrow gauge and stations, as well as photo essays on railroad workers. The foreword is by former society president and steam locomotive expert Bill Withuhn, recently retired from many years at the Smithsonian.

Book: *Bangor and Aroostook: The Life of a Maine Railroad Tradition* is a complete history of the railroad from the 1880's to its demise (January 9, 2003). There is a thorough text and over 300 photos including 30 pages of color photos. (310 pages hardbound). Order from author by sending a check or money order for $65 (includes shipping) to:
Jerry Anger, 32 Westminster Terrance, Cape Elizabeth, ME 04107

Book: Railroad History Sources Sought: T. T. Taber would like to contact members who have a special interest in researching the histories of the B&LE, CNJ, DT&I, L&HR, L&NE, MeC, Long Island, Frisco, or T&P. I have some material to give you if interested:
ttaber1@comcast.net; 504 S. Main St, Muncy, Pa. 17756

For Sale: I am interested in selling a *ton* of Kodak Carousel slide trays. Most are the "modern" 140-slide capacity trays, but a few are the older 70-slide capacity trays. Price is $5 each, about a third of what they cost. All are in perfect operable shape, and have their original boxes. Please contact:
Mike Zollitsch - BPRR3000@aol.com

Book: *Grand Trunk Western Railroad: An Illustrated History.* This is the first complete history of GTW from the founding of the Detroit & Pontiac in the 1830s, to 1995, when it began to be operated under contract by Canadian National. Contains over 300 pages and has about 400 photos (100 in color), plus maps, detailed footnotes, and an index. Professionally produced and printed on heavy stock paper. Available to R&LHS members for the special price of $50 postpaid.
I. E. Quastler, 3650 Fifth Ave., Suite 616, San Diego, CA 92103
Inquiries at iquastler@aol.com

Wanted: Original steam, electric and diesel locomotive builder's and number plates. Please let me know what you have. I also have plates for trade.
Ron Muldowney, 52 Dunkard Church Rd., Stockton, NJ 08559-1405
609-397-0293 or email rjmuldowney@comcast.net

Archives Review

As reported in the last issue of the Quarterly Newsletter, society directors abolished the archivist position at the California State Railroad Museum. Before to her departure, archivist Jacki Pryor met with Robert Holzweiss and Ellen Halteman (Director of Collections at CSRM) to discuss the society's collection and ensure a smooth transition to CSRM management.

Although Jacki performed many archivist duties, she also served as a research assistant and advisor to numerous authors. Unfortunately, the cost of continuing such services is prohibitive and they will no longer be available. However, the CSRM staff plans to prepare a comprehensive description of the R&LHS collection in the near future. These descriptions—normally referred to as finding aids—will be published on the society web site and made available through the CSRM web portal so all of our members can have a basic understanding of our holdings. During the course of their inventory, staff will also identify damaged/decaying items and refile previously pulled or misfiled items.

The society's collection contains a wide variety of individual items, but the bulk of the material includes the following materials:

- Glass plate negatives of nineteenth century steam locomotives and railroad scenes.
- Oversized "flat files" consisting of maps, posters, photos and railroad promotional items.
- Employee and public timetables.
- Dining car menus.
- A large photo collection consisting of prints and negatives.
- Corporate ephemera (original railroad records) and annual reports.
- Equipment diagram books.
- Employee rule books.
- Oversized lithographs and related images.

As the finding aids are developed, CSRM staff will work closely with board members to identify items for possible deaccession. To guide that effort, the board is currently developing a collections policy based on the R&LHS mission statement. This will help them determine what (if any) items are to be deaccessioned and justify potential acquisitions. Like all archival repositories, the R&LHS archives are limited to a few significant areas. A concise collections policy will guide future decision making and help the board of directors focus the archives on our core mission.

That portion of our archives most frequently utilized by authors and researchers remains in Florida under the care of the Society's Southeast Chapter. The CSRM agreement calls for this material to be joined with the Sacramento archives sometime in the future. The items located in Florida include:

- Locomotive builder's records.
- Railroad locomotive rosters (mostly steam).
- Files of the "Midwest Railroader" magazine (railroad locomotive rosters).
- The Donald B. Robinson collection of locomotive roster data.
- The Frank M. Swengel Collection of locomotive builders' photos.

All inquiries for copies for archival material located in Florida should be sent to

R&LHS Archives Services
P.O. Box 600544
Jacksonville, Florida 32260-0544

Inquiries for R&LHS collections at the CSRM can be sent to

California State Railroad Museum
111 "I" Street
Sacramento, CA 95814
(916) 323-8073
(California State Railroad Museum Library)
Email: rrmuseumlibrary@parks.ca.gov
www.californiastaterailroadmuseum.org

R&LHS collections located at the California State Railroad Museum are available free of charge for on-site research in the reading room on Tuesday through Saturday from 1:00 to 5:00 p.m. Although an appointment is not required, we recommend that visitors call ahead to discuss their interests. The R&LHS archives in Florida is not open to the public.

Additional information on the R&LHS collections policy and the finding aids for R&LHS collection housed at the California State Railroad Museum will be provided in future issues of the Quarterly Newsletter.

The Railway & Locomotive Historical Society, Inc.

North America's original railway history society

U.S. Member

2010 Membership Renewal Form

Membership year runs from January 1 through December 31, 2010

Please indicate one of the following membership dues categories to continue as an R&LHS member:

____ $32 Individual **____ $37 Family** **____ $65 Library/Institutional**

Optional individual membership levels:

____ $60 Contributing **____ $100Sustaining** **____ $250 Patron**

The R&LHS produces quality publications, for which the cost of printing and mailing continues to increase. Please consider renewing at a higher membership level or making a donation to the Society.

Yes, I would like to make a donation in addition to my R&LHS membership dues: **$**_____

Joining a chapter is optional. The following is the 2010 Chapter Dues Schedule:

Chicago	$15.00	$_____
Golden Spike (Ogden UT)	$12.00	$_____
Lackawanna (NJ)	$25.00	$_____
Mid-South (Birmingham AL)	$10.00	$_____
New York (NYC)	$27.50	$_____
Pacific Coast (Sacramento CA)	$20.00	$_____
South Central States (NEW)	$18.00	$_____
Southeast (Jacksonville FL)	$15.00	$_____
Southwest (El Paso TX)	$12.00	$_____
Southern California	$20.00	$_____

TOTAL PAYMENT ENCLOSED: $_____

Method of payment: Check #_____ ***OR*** Credit card: ☐ MasterCard* ☐ Visa*

**Please complete all of the following information in order for your credit card to process successfully.*

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Help us maintain an accurate Membership Roster. Please PRINT the following information.

Name _____ Spouse, if applicable _____

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Note: Please provide a *PERMANENT* mailing address as the USPS will NOT forward publications, including mail held as "temporarily away."

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Email _____ Phone _____

Optional information: Other railway organizations I belong to: _____

_____

Please return this form to:

R&LHS Membership Renewal
P. O. Box 62698
Colorado Springs CO 80962-2698

Thank you for renewing your R&LHS membership!

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Check/Trans. #: _____
Date received: _____
Date deposited: _____

Southern California and Pacific Coast Chapter members please remit your national dues to your chapter. All other members please follow the instructions above.

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Colorado Springs, CO 80962-2698
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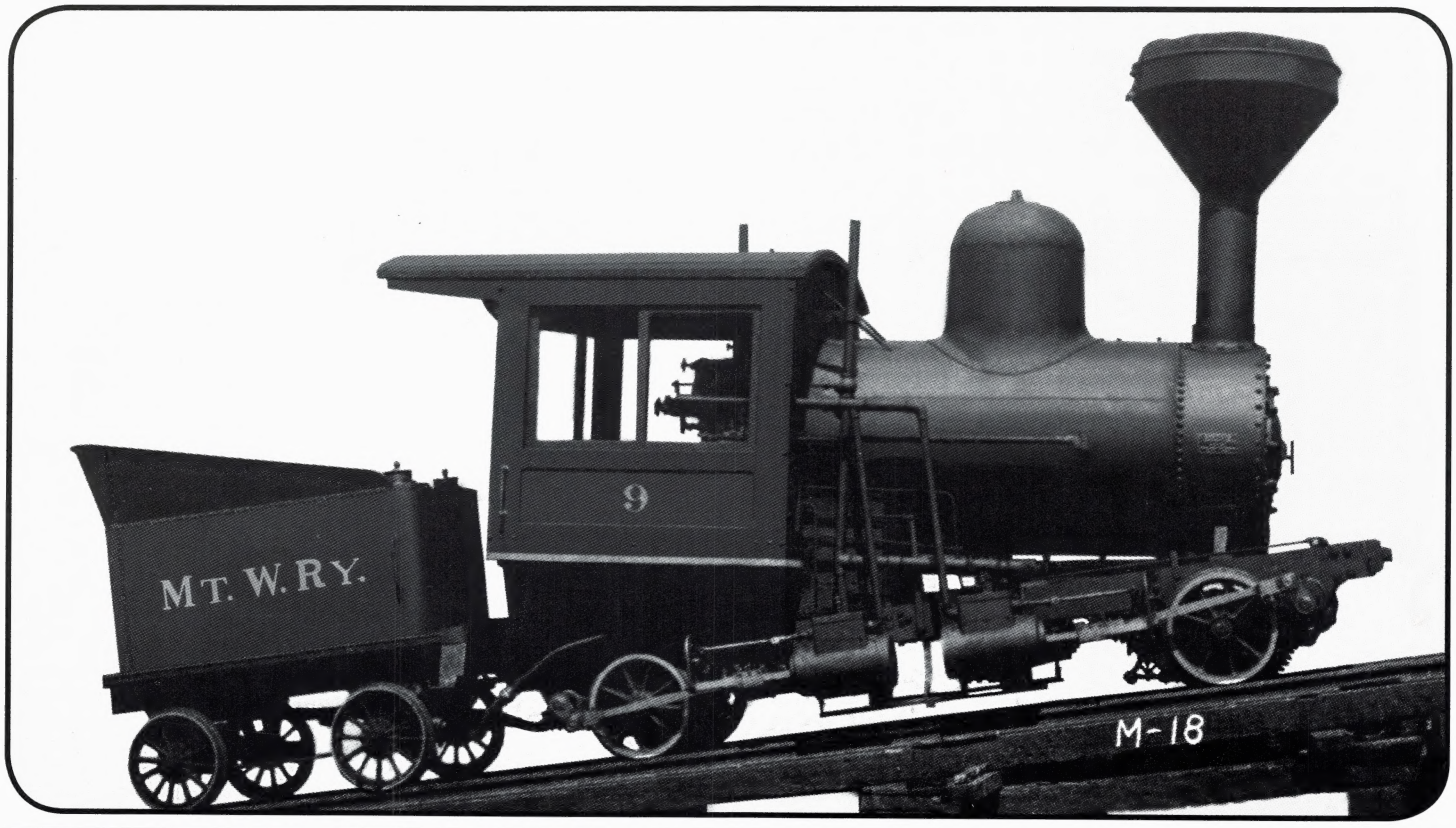
www.rlhs.org



Rack Loco - Mt. Washington cog engine No. 9 was built in 1906 by Manchester (NH) Locomotive Works, and served until arrival of diesels. It used 130 psi boiler pressure, weighed 26.700 lbs, and had a reactive effort of 7000 lbs.